



July 26, 2002

TO: Jerry Lenzi Don Senn Lorena Eng
Randy Hain Don Whitehouse Donald Wagner
Dave Dye

FROM: Don Nelson
(360) 705-7801

SUBJECT: **Project Delivery Memo #02-YY- Use of CCA for Guardrail Posts**

Purpose and Direction

Background: On April 1, 2002, an amendment became effective the made changes to Section 9-16 of the Standard Specifications. As a part of the change to this section, chromated copper arsenate (CCA) was deleted from the list of allowable treatments for guardrail and fence posts. There had been an indication that EPA planned to ban the use of CCA. This was confirmed with the American Wood-Preservers' Association (AWPA), who indicated that most companies had already stopped using CCA.

Subsequent to the April 1, 2002, becoming effective, the HQ Construction Office was contacted by one of the major guardrail subcontractors. They were apparently surprised by the change and asked to be allowed a grace period to use up their supply of posts and blocks which had already been treated with CCA. This precipitated further investigation of the issue. It was determined that EPA was indeed planning to ban the use of CCA for **residential** uses. The use of CCA was, however, to be allowed for numerous other commercial and industrial uses including wood for highway construction (AWPA Standard C14), which includes guardrail posts.

A telephone survey of a wide range of wood treatment companies indicated that some planned to continue to use CCA as a preservative. It is one of the more economical options of wood treatments, it performs well in service, and is compatible with most varieties of wood that are used for fence and guardrail posts.

Types of Projects Affected: Any project with guardrail items included is affected by this action.

Direction: Based on the subsequent research, it was determined that CCA should continue to be allowed as one of the treatments for preserving wood posts. Section 9-16 will be amended to restore CCA to the list of treatment options. A copy of the text for the updated amendment is attached.

Value in Making the Change: According to some industry representatives, CCA is one of the most economical of the treatment options. Allowing an array of treatment types that are suitable and permitted for highway purposes provides flexibility for the contractor that ultimately brings the best price for the product.

Action Requested

Project Development

For projects currently under development, the change will be invisible. An update to the April 1, 2002, amendment to Section 9-16 will be implemented and distributed with the August 5, 2002, amendment package. This information will be available on line after

July 30, 2002. No adjustments will be needed in the preparation of plans and specifications.

Contract Ad and Award

For projects currently being advertised for bid, this change should be included in an addendum, if it is possible to put out the addendum without impacting the date of bid opening.

Construction

Projects that have the April 1, 2002, amendment to the Standard Specifications (Contract 6356 and higher), and have guardrail work as part of the contract, should incorporate the change by change order. In contemplating changes to the Standard Specifications such as this, that are thought to have an impact on industry, our normal practice would be to establish a future date for implementation so that current stockpiles of materials could be depleted. Since no such opportunity was given to the industry, a no cost change is appropriate.

DN:
KJD/HJP
Attachment

cc: John Conrad
Region Project Development Engineers
Region Construction Engineers
Region Traffic Engineers
Tom Baker

John Okamoto
Kevin Dayton
Toby Rickman
Harold Peterfeso